Transport Statement & Travel Plan

150-152 Clerkenwell Road & 2 Eyre Street Hill

Application reference: 2017/1834/P

Contents

1. Introduction

1.1 This Transport Statement has been prepared on behalf of Fordham University to support a planning application for the proposed change of use of the building at 150-152 Clerkenwell Road & 2 Eyre Street Hill from Class B1 (office) use to a dual use as Class B1 (office) and Class D1 (educational institution) use.

The Application Site

1.2 150-152 Clerkenwell Road & 2 Eyre Street Hill, hereafter referred to as ('the site'), is located within the Holborn & Covent Garden Ward, in the London Borough of Camden. The site occupies a corner site and is bounded by Clerkenwell Road to (the south), Eyre Street Hill to (the west).

1.3 The Site, 150 – 152 Clerkenwell Road is an existing office building, arranged over lower ground, ground and four upper floors, comprising (circa 17,445 sq. ft.) office floorspace. Following the departure of the previous occupier 'Ben Sherman' in June 2016, the building has remained vacant. The landlord has marketed the building to a range of office occupiers, over a period from January 2016 to March 2017. During this period the only significant interest has been expressed by the Fordham University, which will seek to occupy the building for a hybrid office / education use.

Application proposals

1.4 As detailed in the section above, Fordham University is now applying for a flexible change of use of the building for a dual Class B1 (office) and Class D1 (educational institution) use, to allow for their occupation of the unit as a higher education facility.

2. Existing Sustainable Travel Conditions

Site Access

2.1 As illustrated on the existing and proposed drawings (drawing reference 216-065-006 & SK01) included within this application submission, the main pedestrian access to the building is provided via a set of double doors which form part of the entrance lobby on the Eyre Street Hill elevation of the building.

2.2 An initial review of the buildings history has indicated that the structure was constructed in the early – mid twentieth century. At the time of construction, no consideration was paid to the provision of cycle parking storage facilities on site to serve the requirements of the occupiers of the building. More recently, it is evident that the previous occupiers had not made provision for the storage of cycle parking facilities within the building.

Road Network and Existing Traffic Flow

2.3 The site is bordered by Clerkenwell Road to the south and Eyre Street Hill to the west. Clerkenwell Road is classified as a major distributor road (A2501), with Eyre Street Hill functioning as a minor access route.

Pedestrian Facilities and Existing Pedestrian Flows

2.4 To the south of the site is Clerkenwell Road, a street open to vehicular traffic. Clerkenwell Road has footways on both sides of the carriageways. Formal crossings are provided within walking distance at the site both east and west.

2.5 To the west is Eyre Street Hill, which is also open to vehicular traffic, with narrower footways than mentioned above and no formal crossings.

Public Transport Accessibility

2.6 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, taking into account walk access time and service availability.

2.7 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to Rail and Underground stations.

2.8 The TfL Planning Information Database has been used to calculate the PTAL for the site. The results show the sites has a PTAL rating of 6b equating to a BREEAM Accessibility index score over 18, the highest achievable. The summary PTAL report is provided as Appendix 1.

Mainline Rail

2.9 In accordance with PTAL walk access times the maximum accessible walk distance to a rail station is considered to be in the region of 960m, which equates to a 12 minute journey time by foot. Table 2.1 identifies one overground rail station within the 960m catchment area.

Table 2.1 – Nearby Mainline Rail Stations

Station	Service
Farringdon Turnmill	Thameslink

London Underground

2.10 In accordance with PTAL walk access times the maximum accessible walk distance to a rail station is considered to be in the region of 960m, which equates to a 12 minute journey time by foot. Table 2.1 identifies three London underground stations within the 960m catchment area with others in close proximity to the site.

Table 2.2 – Nearby London Underground Stations

Station	Approximate distance from site	Service
Farringdon	460m	Metropolitan, Hammersmith & City and Circle Line
Holborn	920m	Central & Piccadilly Line
Chancery Lane	920m	Central & Waterloo and City Line
Russell Square	1280m	Piccadilly Line

2.11 Table 2.2 above illustrates that there are five London Overground and Underground routes within an accessible walking distance of the site, providing access to a number of services including the Circle, Hammersmith and City, Metropolitan, Piccadilly Line, Waterloo and City Line. In addition to the above, it is noted that following the completion of the Crossrail Station at Farringdon, the number of services operating across Central London is set to increase significantly.

London Buses

2.12 In accordance with PTAL walk access times, a maximum walk distance to a bus stop is 640m, which equates to an 8-minute journey time by foot.

2.13 Approximately 4 bus routes were identified within a 640m catchment of the site, with additional routes in the surrounding area. Further information on these bus routes can be found in Appendix 1. The bus routes identified in the PTAL report indicates that services operate along Grays Inn Road, Hatton Garden, Roseberry Square and Farringdon Road.

Cycling

2.14 The site does not have direct access to any formal cycle routes or cycle lanes; however the local roads in the immediate vicinity are quieter roads and used by cyclists. In addition to the above, local routes such as Clerkenwell Road and Hatton Garden are classified as quieter roads that have been recommended on the Central London cycle map.

2.15 An analysis of the TFL cycle docking facilities, has indicated that public docking stations are available on Hatton Wall and Farringdon Lane. At present, no cycle parking facilities are provided on site. As illustrated on the existing site plan (drawing reference: 216-065-012), the applicants demise is constrained to the areas within the footprint of the building, and doesn't have access to any external surfaces for the installation of cycle parking facilities. It is therefore proposed that any cycle parking storage facilities would have to be provided internally.

Pedestrian Movements

2.16 The application site is surrounded by a well-developed pedestrian network with all streets providing footways on one or both sides of the street. The existing network provides easy access to all local facilities, transport nodes, schools and places of interest. The majority of the footways in the vicinity of the Estate are in reasonably good condition.

Car Parking

2.17 No car parking spaces are provided on site. However, the site is located in close proximity to a number of public car parks and NCP car parks in the surrounding area, including the Farringdon NCP car park, which has a capacity of over 294 spaces.

Deliveries and Servicing

2.18 At present, all deliveries to the site and refuse collections are made from the loading bays off Eyre Street Hill.

3. Access Strategy

3.1 This section of the statement provides an overview to the proposals for the site along with a brief overview to the impact of the development on the local transport network.

Overview to the proposed use

3.2 The building occupies circa 1,600 sqm of floorspace over four floors including the basement level. This application seeks permission for the change of use of the entirety of the building for use as a hybrid office / educational use, as a replacement study abroad facility for the Fordham University following their departure from the Kensington Square campus.

3.3 As detailed in the covering letter, the Fordham University based in the USA, offers short-term study abroad courses for its students, in several international locations. The Fordham University London Centre at Kensington Square offers short-term courses, which run for a single term between fall and spring of each year (circa 174 students), along with a separate course, which runs over the summer months (circa 50 students).

3.4 The new proposed higher education centre at Clerkenwell Road will be occupied on an identical basis to the existing centre at Kensington Square.

3.5 All of the students enrolled at courses at the Fordham University London Centre, will be billeted within existing student housing blocks within central London. At present, the final number of students to be enrolled on courses at the Fordham University is still to be determined, but will be similar to the existing situation.

3.6 The section below, provides an overview to the existing student housing blocks, these values have solely been included for reference purposes, to represent the maximum number of movements, from the destination to site. The actual number of movements could vary dependent on course uptake on a given year.

- Clifton Gardens (W9 1AR): Total capacity: 26 occupants
- Burton Street (WC1H 9AQ): Total capacity: 25 occupants
- North End Road (W14 9ES): Total capacity: 24 occupants
- North End Road (W14 8SB): Total capacity: 68 occupants
- North Gower Street (NW1 2NJ): Total capacity: 25 occupants
- Hammersmith Road (W14 8UZ): Total capacity: 12 occupants

3.7 Following the establishment of the Fordham University site at 150-152 Clerkenwell Road, it is anticipated that the occupier will attempt to secure lodgings for the students and travelling members of faculty closer to the site, in order to reduce travel distances. Accordingly, the list of properties noted above, is solely illustrative at this stage to provide an overview to the proposed transport arrangements, to facilitate the proposed use.

3.8 In accordance with LB Camden's priorities for the use of sustainable modes of travel, all of the students and the majority of faculty / staff in the building will utilise public transport in the form of over ground / underground rail connections and bus services to access the site, with limited vehicle movements associated with the proposed use.

Existing / Proposed modes of travel

3.9 As detailed in the section above, the London Centre acts as a study abroad facility for international students enrolled on courses in American universities. All of the students enrolled on courses at the London Centre study in the UK for a short period of time (maximum 1 term), prior to returning to their source university. None of the students own a car, or have access to private car based transportation.

3.10 All of the students are provided with a dedicated Oyster Card, for travel on the public transport network; with the majority of the students purchase weekly / monthly passes.

3.11 As detailed in the section above, the London Centre employees in the region of 7 full time equivalent members of faculty / support staff; and in the region of 42 part time members of staff who lecture at the centre on a more infrequent basis. The part time members of staff are comprised of faculty from partner colleges, or professionals who work in London. The majority of the part time staff utilise public transport as a means of travel.

3.12 The Fordham University is committed to the utilisation of sustainable modes of travel. It is proposed that all students and the majority of faculty / support staff, will utilise public transport in the form of the London Underground / Overground and bus network to travel to and from the centre. Alternative forms of transport, such as walking and cycling will be promoted on site, with the provision of cycle parking, showering and changing facilities in the basement of the building.

3.13 As detailed in Section 2.0 of this statement, the site has a good level of connectivity to a range of modes of public transportation, with a number of London Underground stations in close proximity to the site, bus routes serving the site. A table has been provided (Table 3.1), which provides an overview to the modes of public transportation, which could be utilised by the students enrolled on courses at the centre. As illustrated on the table, there are blocks at Burton Street and North Gower Street, which are located close to the site. Accordingly, there are opportunities, to promote the use of alternative sustainable modes of travel, e.g. walking.

Accessibility

3.14 The Site is accessible by all modes of transport as set out in Section 2 being within walking and cycling distance of a number of rail and bus connections.

3.15 The proposals will result in a minor increase in the number of trips by sustainable modes as summarised in Table 3.2. However, given the scale of the development, there would not be any noticeable changes in levels of service for existing or new public transport passengers.

Traffic Impact

3.16 The illustrative trip generation exercise illustrates that the proposed occupation of the building would result in a minor increase in the level of sustainable transport modes, based upon the existing occupation of the building. In addition, it is proposed that the servicing of the building would not be significantly different from the existing position. As such, it is considered that there would not be any noticeable changes in traffic conditions associated with the proposed development.

Car parking

3.17 At present, no car parking facilities are provided on site. No changes are proposed to the level of car parking provision on-site. As detailed in Section 2 of this statement, there are a number of car parks in the vicinity of the site. It is noted that the majority of the members of faculty / employees, will use public transport as the primary mode of travel to the site. At present, 2 members of staff who lecture at the London Centre on an infrequent basis, one day per week utilise private modes of travel. It is proposed that any members of faculty / staff which utilise car based modes of travel, will be required to utilise the existing off street parking facilities in the surrounding area.

3.18 As detailed in the previous section, the applicant will endeavour to ensure that sustainable modes of transportation are prioritised over private modes of travel.

Cycle parking

3.19 Policy DP 18 of the Development Management Policies Document sets out a requirement for new development to minimise the provision of car parking facilities, whilst making provision for the delivery of cycle parking facilities in accordance with LB Camden's standards. As detailed below, LBC will require proposals for new Class D1 (educational institutions) to make provision of cycle parking facilities in accordance with the standards below;

3.20 Based on the thresholds above, it has been anticipated that there would be a requirement to provide 35 cycle parking spaces to meet demand from the proposed occupants of the building.

3.21 As illustrated on drawing (SK-01) the design team have made provision for the installation of 18 Josta cycle parking stands within the basement of the building, which will provide 36 cycle parking spaces, to serve the occupants of the building. As illustrated on the proposed drawing, the proposed cycle store is in a position, which has a good standard of access to the existing vertical circulation cores.

3.22 In addition to this, changing and showering facilities have been provided at basement level to service the needs of the occupants of the building. It is proposed that the level of cycle parking provided on site would accord with the principles outlined in policy DP13 of the Development Management Policies document.

Deliveries and Servicing

3.23 Refuse and recycling facilities will be provided on site, as per the existing situation. All refuse collections will be made from Eyre Street Hill.

3.24 As illustrated on drawing (SK - 01), a refuse / recycling store will be provided at basement level. All refuse and recycling bins will be stored within the building, with transferal to street level for collection.

Summary

3.25 In summary, the Fordham University will promote the use of sustainable modes of travel to an from the site; the following points outline the key priorities for the Fordham University;

- All students enrolled onto courses at the Fordham University, are enrolled on short-term courses, circa (one term).
- No students will have access to private car based modes of travel. All students will utilise sustainable modes of travel, to access the site.
- The majority of the members of faculty and members of staff will utilise public transport modes of travel, e.g. London Underground / London Overground and Bus Services to access the site.
- The members of staff (2 members of staff), which are reliant on private car based modes of travel will utilise existing off street parking facilities in the surrounding area.
- The Fordham University will promote the use of alternative modes of travel, including; walking and cycling.
- The application includes the provision of 36 cycle parking spaces, along with changing and showering facilities at basement level.

4. Movement Profile

4.1 The following section provides an overview to the indicative movements to be generated as a result of the Fordham Universities occupation of the building. As noted in Section 3.0 of this statement, the Fordham University operates short-term study abroad courses, for students from America. The highest level of occupation will be experienced during the autumn / spring semester, where (circa 174 students) would be enrolled at courses at the London Centre. A separate shorter course will be offered which operates during the summer months, (circa 50 students).

4.2 The number of staff / faculty and students present on site at any given time will vary across the week, with the highest level of utilisation during the midweek period which has the heaviest course scheduling. Table 3.2 below, provides an indicative breakdown of the anticipated movements during the midweek period, during the autumn / spring term.

4.3 At this stage, the assessment has been prepared based on a proportional split between rail and bus services, with the remainder of journeys to be made via alternative modes including walking and cycling, given the proximity of the ('Burton Street') accommodation block to the site.

4.4 As detailed in the following section, consideration has been paid to providing opportunities for journeys to be made by bicycle, through the provision of cycle parking spaces onsite.

Table 3.2: Indicative trip rate summary by modal split

Period		Bus	Rail	Walk	Cycle	Car	Total
9 a.m. – 10.a.m.	**In**	25	29	10	1	2	67
	Out	0	0	0	0	0	0
10 a.m. – 11 a.m.	**In**	0	0	0	0	0	0
	Out	0	0	0	0	0	0
11 a.m. -12 a.m.	**In**	0	0	0	0	0	0
	Out	0	0	0	0	0	0
12 am. – 1 p.m.	**In**	0	0	0	0	0	0
	Out	25	20	10	0	0	55
1 p.m. – 2 p.m.	**In**	7	7	3	0	0	17
	Out	0	0	0	0	0	0
2 p.m. – 3 p.m.	**In**	16	15	11	0	0	43
	Out	0	0	0	0	0	0
3 p.m. – 4 p.m.	**In**	0	0	0	0	0	0
	Out	0	0	0	0	0	0
4 p.m. – 5 p.m.	**In**	0	0	0	0	0	0
	Out	23	22	14	0	2	62
6 p.m. – 7 p.m.	**In**	25	30	10	0	0	65
	Out	0	0	0	0	0	0
7 p.m. – 8 p.m.	**In**	0	0	0	0	0	0
	Out	25	38	10	0	0	75

8 p.m. – 9 p.m.	**In**	0	0	0	0	0	0
	Out	0	0	0	0	0	0
Daily In	**In**	73	82	34	1	2	190
	Out	73	82	34	1	2	190

4.5 Table 3.2 provides an overview to the estimated multi modal trip generation for the proposed educational use of the building, based on the busiest day of operation. It is anticipated that the use would generate the following movements;

- Morning period 9 a.m. to 12 am: 65 arrivals / 55 departures
- Afternoon period 1pm – 5 pm: 60 arrivals / 60 departures
- Evening period 6pm – 9 pm: 65 arrivals / 55 departures

4.6 As detailed in the section above, the Fordham University operate a summer course, which has a maximum capacity of 50 students, which equates to trip generation values of less than 120 movements per day.

4.7 As a comparison, a calculation based on the HCA Density guide (2015) for existing office accommodation (13 sq.m), has indicated that continued office occupation of has the potential to generate 123 arrivals between 8.00 am – 9.00 am and 123 departures between 05.00 pm and 06.00 pm. It is therefore proposed that whilst the development would result in a marginal increase in the frequency of movements compared with the existing position. It should be noted that the proposed use of the building would result in a net reduction in movements to and from the site during the peak hours, with the majority of the movements spread across the day.

4.8 Given the nature of the occupation of the building it is anticipated that movements to and from the site could vary significantly across the week, as a result of course scheduling.

4.9 In summary, it is proposed that whilst the proposed use of the building would generate a marginal increase in the number of movements to and from the site, the proposed use of the site would not have a significant impact on the local transport network.

Accessibility

4.10 The Site is accessible by all modes of transport as set out in Section 2 being within walking and cycling distance of a number of rail and bus connections. The proposals will result in a minor increase in the number of trips by sustainable modes as summarised in Table 3.2. However, given the scale of the development, there would not be any noticeable changes in levels of service for existing or new public transport passengers.

Traffic Impact

4.11 The illustrative trip generation exercise illustrates that the proposed occupation of the building would result in a minor increase in the level of sustainable transport modes, based upon the existing occupation of the building. In addition, it is proposed that the servicing of the building would not be significantly different from the existing position. As such, it is considered that there would not be any noticeable changes in traffic conditions associated with the proposed development.

Car parking

4.12 At present, no car parking facilities are provided on site. No changes are proposed to the level of car parking provision on-site. As detailed in Section 2 of this statement, there are a number of car parks in the vicinity of the site. It is noted that the majority of the members of faculty / employees, will use public transport as the primary mode of travel to the site. At present, 2 members of staff who lecture at the London Centre on an infrequent basis, one day per week utilise private modes of travel. It is proposed that any members of faculty / staff which utilise car based modes of travel, will be required to utilise the existing off street parking facilities in the surrounding area.

4.13 As detailed in the previous section, the applicant will endeavour to ensure that sustainable modes of transportation are prioritised over private modes of travel.

Cycle parking

4.14 Policy DP 18 of the Development Management Policies Document sets out a requirement for new development to minimise the provision of car parking facilities, whilst making provision for the delivery of cycle parking facilities in accordance with LB Camden's standards. As detailed below, LBC will require proposals for new Class D1 (educational institutions) to make provision of cycle parking facilities in accordance with the standards below;

- Staff – Long Stay: 1 space per 4 members of staff
- Students – Long Stay: 1 space per 20 students
- Students – Short Stay: 1 space per 7 students

4.15 Based on the thresholds above, it has been anticipated that there would be a requirement to provide 35 cycle parking spaces to meet demand from the proposed occupants of the building.

4.16 As illustrated on drawing (SK-01) the design team have made provision for the installation of 18 Josta cycle parking stands within the basement of the building, which will provide 36 cycle parking spaces, to serve the occupants of the building. In addition to this, changing and showering facilities have been provided at basement level.

4.17 As illustrated on the proposed drawing, the proposed cycle store is in a position, which has a good standard of access to the existing vertical circulation cores.

4.18 Whilst the students are unlikely to own bicycles, the Fordham University will acquire a number of bicycles, which will be hired to the students in order to encourage increased levels of cycling on site.

4.18 In summary, it is proposed that the level of cycle parking provided on site would accord with the principles outlined in policy DP13 of the Development Management Policies document.

Deliveries and Servicing

4.19 Refuse and recycling facilities will be provided on site, as per the existing situation. All refuse collections will be made from Eyre Street Hill.

4.20 As illustrated on drawing (SK - 01), a refuse store will be provided at basement level, comprising separate facilities for refuse and recycling. All refuse and recycling bins will be stored within the building, with transferal to street level for collection.

5. Travel Plan Management

5.1 The guidance for workplace travel planning document (2008), referenced in the Development Management policies document (2013), provides detailed guidance over the legislative requirement to make provision of a travel plan as part of a planning application. It is noted that on proposals for the creation of new higher education developments, which generate less than 20 Full Time Equivalent staffing positions, or comprise less than 2,500 sq.m of education floorspace there would be no requirement to provide a detailed travel plan as part of a detailed application submission.

5.2 As detailed in the Design and Access Statement and the Cover Letter, it is proposed that the development would generate 7 full time employment positions, with a further 42-part time positions, associated with academic staff from other universities in the UK and members of industry; who lecture at the London centre on a more infrequent basis, scheduled around existing work commitments.

5.3 In principle, it is considered that the development would normally fall within the category where a Travel Plan would normally not be required. However, in the interest of providing clarity over the transport aspects associated with the development, an indicative transport strategy has been included within this submission to provide detail on the transport aspects associated with the proposals.

Fordham University's responsibilities

5.4 Fordham University have been advised that they are required to provide a basic level Travel Plan to be overseen by a Travel Plan Coordinator (TPC). The Travel Plan will contain details on the applicants approach to meet the demands of the higher education establishment and how best to implement a shift towards more sustainable travel.

5.5 The Fordham University London Centre TPC is identified as;

Father Richard Salmi

Director of the London Centre

150-152 Clerkenwell Road

London

EC1R 5DG

Email: rsalmi@fordham.edu

5.6 The TPC will undertake his role on a part time basis alongside other duties. The TPC's responsibilities will include;

- Management, implementation and monitoring of the Travel Plan
- Gaining commitment and support from their organisation
- Giving travel advice and ensuring travel information is produced and distributed to the students and members of staff
- Liaising with LB Camden

5.7 This travel plan sets out an objective for the promotion of sustainable modes of travel for faculty and students, through the promotion of the use of public transportation modes of travel over private car based modes of travel.

Funding

5.8 Funding for the TPC, Travel Plan measures to be provided on site are to be secured by the Fordham University.

6. Objectives and Targets

6.1 This section provides an overview to the objectives and measures to be implemented in connection with the Fordham's occupation of the building. The overarching principle of this Travel Plan is to promote sustainable modes of travel for staff, pupils, parents and carers of the school by reducing their reliance on private car use. To achieve this aim, this Travel Plan has the following key objectives, in line with the National and Regional and local policies:

- To encourage non-motorised travel (walking and cycling) as the first choice for trips to/from the development
- To promote and support active and healthy travel
- To promote the use of public transport to/from the centre
- To minimise congestion and associated impacts
- To reduce the overall need to travel.

Targets

6.3 Targets are essential for monitoring the progress and success of the Travel Plan and should be "SMART" – Specific, Measurable, Achievable, Realistic and Time - related. Targets come in two forms:

- AIM type targets are quantifiable and generally relate to the degree of modal Shift the Travel Plan is seeking to achieve.
- ACTION type targets are non-quantifiable actions that need to be achieved by a certain time

Aim Targets

6.4 An effective way of measuring performance is through the monitoring of mode split. The objective being to encourage modal shift away from single occupancy car use, towards a greater proportion of shared car trips and journeys made by walking, cycling and public transport. As detailed in Section 4 of this statement, indicative trip generation figures have been provided based upon travel modes for a typical day of study.

Table 6.1: Predicted modes of travel

Mode of travel	Staff (7 FTE)	Students (174)	Trips		
			A.M.	P.M.	Total
Public transport (Underground / Bus services)	70%	78%	141	141	141
Cycling	10%	5%	9	9	9
Walking	0%	17%	29	29	29
Car based travel	20%	0%	2	2	2

Total	100%	100%	181	181	181

6.6 The figures included in the table for members of staff / faculty are solely limited to full time employees. As noted in Section 4.0 of this statement, there are a number of academic staff / industry experts which lecture on a more infrequent basis, it is proposed that there may only be 5-6 members of part time staff on site at any point. As with the FTE members of staff, the majority of part time members of staff will utilise public transport modes of travel, with car based journeys being minimised.

6.7 It should be noted that due to the location of the site within London and the relation to public transport, there will be inherently high levels of sustainable movement patterns. The baseline modal target has been calculated based upon the existing movement characteristics of the occupants of the Fordham University London Centre at Kensington Square.

6.8 Consideration has been paid to the opportunities to increase alternative modes of travel including walking and cycling. The Fordham University will seek to encourage alternative modes of travel through the provision of cycle parking facilities on site; along with the provision of a number of bicycles, which will be available for hire to students enrolled on courses at the centre.

6.9 Given the location of the student accommodation blocks on Burton Street / North Gower Road, to the site the applicant will explore opportunities to increase the number of journeys which are made via alternative modes of travel including walking. The indicative tables set out below, provide an overview to the anticipated change in modes of travel covering the Fordham Universities occupation of the building.

Table 6.2: Anticipated changes to modes of travel for Staff

Target	Baseline	Year 1	Year 3	Year 5
Car	20%	20%	20%	20%
Tube / Bus	70%	65%	65%	65%
Walking	0%	0%	0%	0%
Cycling	10%	15%	15%	15%

Table 6.3: Anticipated changes to modes of travel for Students

Target	Baseline	Year 1	Year 3	Year 5
Car	0%	0%	0%	0%
Tube / Bus	78%	78%	78%	78%
Walking	17%	17%	17%	17%
Cycling	5%	5%	5%	5%

6.10 The Fordham University will ensure that all additional users of the facility utilise sustainable modes of transportation, with opportunities for the use of cycling and walking promoted where feasible.

Predicted modal split for the growth of the establishment

6.11 Fordham University have anticipated that course attendance figures will rise marginally, circa 5-10% per annum post occupation. Table 6.4 set out below provides an indication as to the anticipated growth in student enrolment over the next 5 years.

Table 6.5: Anticipated growth in student enrolment figures

Person	Current	Expected (Sep 2018)	Expected (Sep 2019)	Expected (Sep 2021)	Expected (Sep 2023)
No. Students	0	174	191	201	223
No. Full Time Staff	0	7	7	7	7
No. Part Time Staff	0	42	42	42	42

6.12 As illustrated in Table 6.5, it is anticipated that the number of students enrolled on courses at the London Centre will increase slightly post occupation. In relation to staffing levels, at present the Fordham University currently employs 7 full time staff, with 42 part time staff. As detailed in section 4.0 of this statement, the majority of the FTE staff are engaged on a transitory basis, with levels of engagement varying depending on existing work commitments. On a typical day, there may be in the region of 10-12 members of staff, present on site.

Action Targets and Measures

6.13 In order to achieve the ambitious modal shift targets set out above, a package of concrete measures will need to be put in place.

Walking

6.14 The measures proposed to encourage walking to the London Centre site are as follows;

- Information on pedestrian routes to and from the site for staff, and students to be provided in travel information pack; and

- Liaison with Camden to advance any maintenance of pedestrian routes in the vicinity of the site, including issues with lighting and personal security.

Cycling

6.15 The measures proposed to encourage cycling to the London Centre site are as follows;

- Provision of secure cycle parking facilities, along with changing and showering facilities;

- Provision of a number of bicycles for hire to students enrolled on courses, the exact number to be provided will be determined subject to demand.

- Monitoring of the usage of the cycle parking facilities to be provided on site;

- Information to be provided on cycle routes to and from the site for staff, and students to be provided in travel information packs.

- Liaison with Camden Council to promote any maintenance of cycle routes in the vicinity of the site, including issues with lighting and personal safety.

Public Transport

6.16 The measures proposed to encourage the use of public transport as a mode of travel to the London Centre site are as follows;

- Provision of a dedicated Oyster Card for each student enrolled on courses at the London Centre

- Information to be provided on public transport routes to and from the site for staff, and students to be provided in travel information packs.

Action Plan

6.17 The following section provides an overview to the key actions, which will be promoted as part of the development.

Table 6.6: Draft action plan

Action	Timescales	Responsibility	Timeframe
Confirm TPC	Prior to occupation	Director of the Fordham Centre	Short Term
Installation of cycle parking racks and provision of bicycles for hire by students	Prior to occupation	TPC	Short Term
Prepare comprehensive welcome pack for distribution to staff, students.	Prior to occupation	TPC	Short Term
Promote measures to encourage cycling and walking as a sustainable mode of travel.	On-going	TPC	Short Term
Liaise with LBC on transport issues	On-going	TPC	Long Term

7. Summary

7.1 As detailed in the sections, above it is proposed that the change of use of the building for occupation as an educational institution will bring a vacant building back into active beneficial use, thereby ensuring the long-term maintenance of the management of the building.

7.2 As detailed in the statement, the applicant will prioritise the use of sustainable modes of travel to and from the site, with much of students, faculty and full time staff utilising public transportation in the form of London Overground, London Underground and Bus services to access the site, with minimal car movements to be generated. As detailed in Section 3, of the statement it is proposed that the development wouldn't generate a significant increase in the number of movements per day, compared with the occupation of the building as office accommodation.

7.3 As detailed in section 4.0 of this statement, it is proposed that 18 Josta cycle stands will be provided in the basement of the building, providing 36 cycle parking spaces, along with changing and showering facilities.

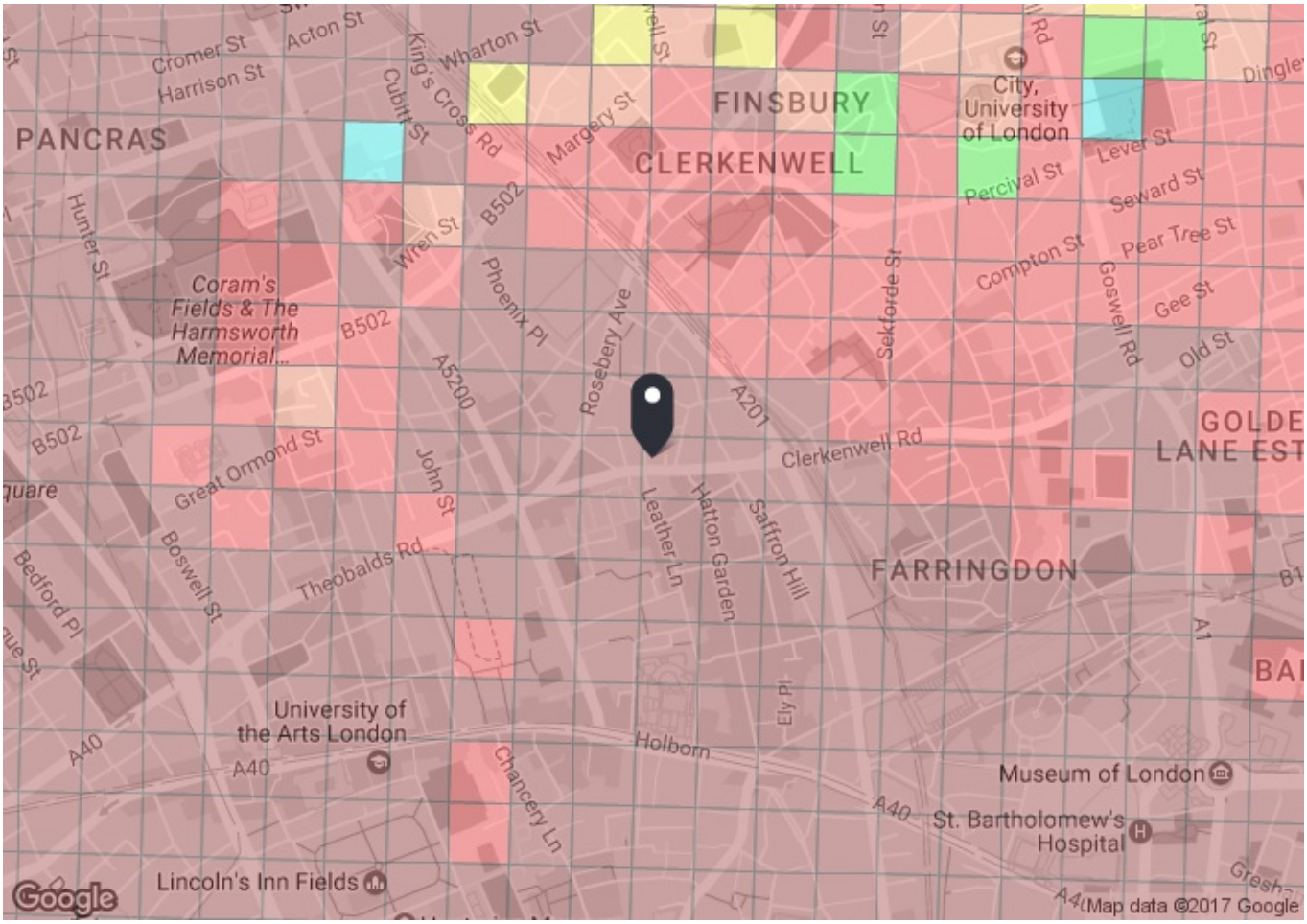
7.4 The applicant will also provide a number of bikes for hire by students enrolled on courses, to encourage sustainable modes of travel.

7.5 It is proposed that a refuse / recycling store will be provided at basement, with all refuse / recycling bins stored internally until transferral to street level for collection.

7.6 As set out in the Travel Plan statement, the applicant is committed to ensuring that that all opportunities are taken to promote sustainable modes of travel.

APPENDIX 1: PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

152 Clerkenwell Rd
152 Clerkenwell Rd, London EC1R 5EQ, UK
Easting: **531214**, Northing: **182052**

Grid Cell: 88395

Report generated: 17/05/2017

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

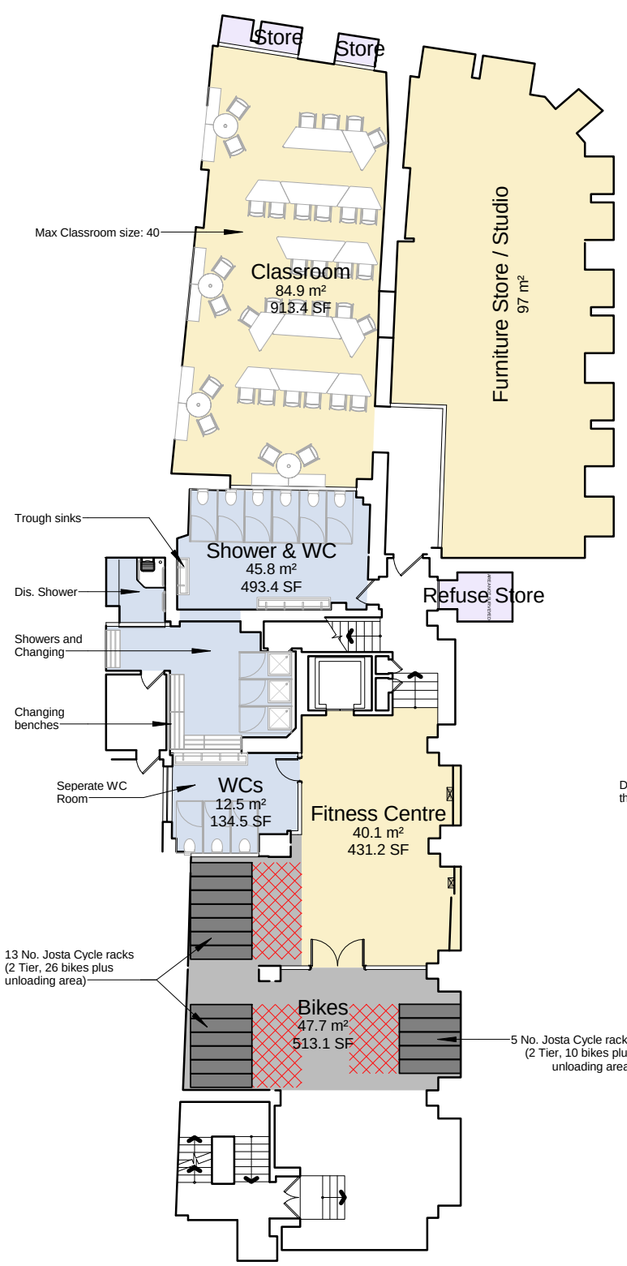
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

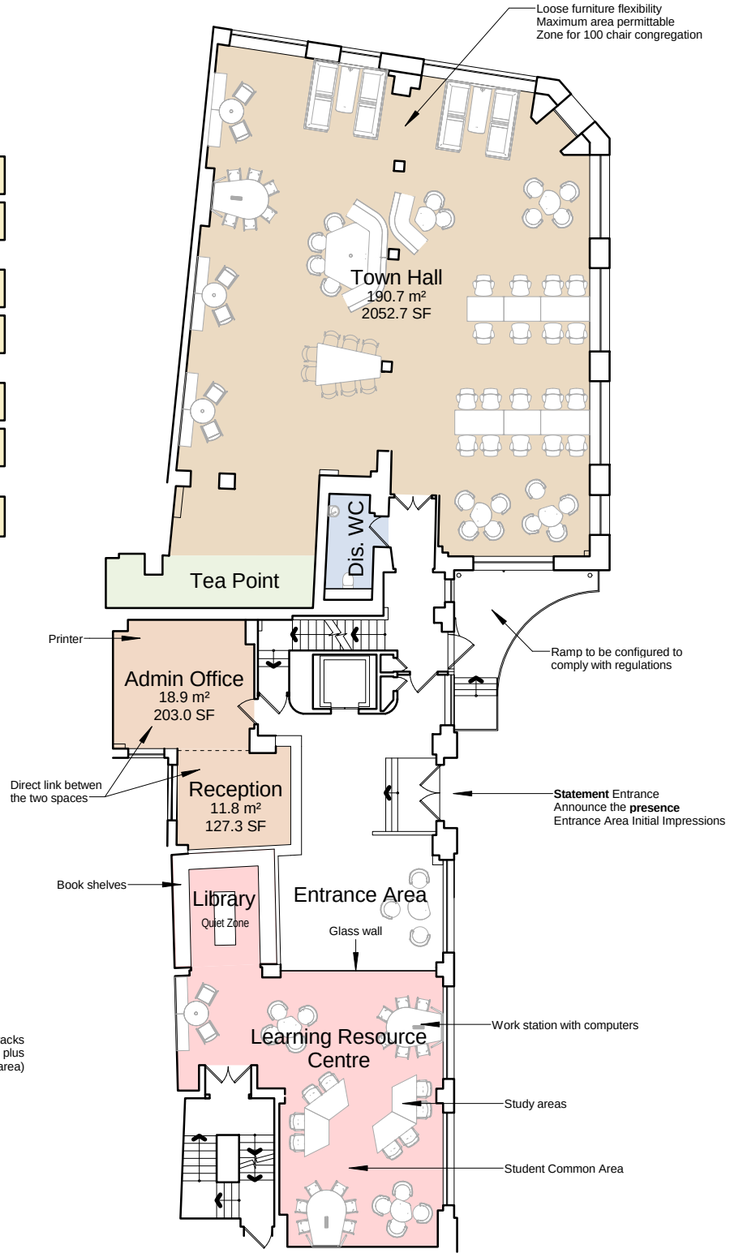
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GRAYS INN RD CL'WELL RD	46	344.28	6	4.3	7	11.3	2.65	0.5	1.33
Bus	GRAYS INN RD CL'WELL RD	17	344.28	7.5	4.3	6	10.3	2.91	0.5	1.46
Bus	GRAYS INN RD CL'WELL RD	45	344.28	7	4.3	6.29	10.59	2.83	0.5	1.42
Bus	HATTON GARDEN	243	65.78	11	0.82	4.73	5.55	5.41	1	5.41
Bus	HATTON GARDEN	55	65.78	10	0.82	5	5.82	5.15	0.5	2.58
Bus	ROSEBERY SQUARE	38	235.03	10	2.94	5	7.94	3.78	0.5	1.89
Bus	ROSEBERY SQUARE	341	235.03	6	2.94	7	9.94	3.02	0.5	1.51
Bus	ROSEBERY SQUARE	19	235.03	8	2.94	5.75	8.69	3.45	0.5	1.73
Bus	F'DON R CLERKENWELL ROAD	63	238.76	12	2.98	4.5	7.48	4.01	0.5	2
Bus	CLERKENWELL R ST JOHN ST	153	627.67	5	7.85	8	15.85	1.89	0.5	0.95
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 1E62'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BROMLYS 1E83'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-ORPNGTN 1L60'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1O13'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-KENTHOS 1S85'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T11'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T15'	395.53	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1T83'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V23'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V82'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W06'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W81'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W84'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W86'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E11'	395.53	1	4.94	30.75	35.69	0.84	1	0.84
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 2E19'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'LUTON-SVNOAKS 2E21'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E95'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O00'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2O04'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2O06'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O10'	395.53	1	4.94	30.75	35.69	0.84	0.5	0.42
Rail	Farringdon Turnmill	'LUTON-SUTTON 2O17'	395.53	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O21'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O29'	395.53	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Rail	Farringdon Turnmill	'LUTON-BCKNHMJ 2S91'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'STALBCY-BROMLYS 2S93'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T02'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T04'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T15'	395.53	1	4.94	30.75	35.69	0.84	0.5	0.42
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T25'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-LUTON 2T99'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V02'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V08'	395.53	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 2V15'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2V16'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V19'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SUTTON-KNTSHTN 2V20'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2V27'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V31'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W08'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W12'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W16'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E61'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E63'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'RCHT-BEDFDM 1E67'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SVNOAKS-BEDFDM 1E69'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BROMLYS-BEDFDM 1E82'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Farringdon Turnmill	'BCKNHMJ-BEDFDM 1G65'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'KENTHOS-BEDFDM 1G71'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ORPNGTN-STALBCY 2D93'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ORPNGTN-LUTON 2D95'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SVNOAKS-STALBCY 2E59'	395.53	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Rail	Farringdon Turnmill	'SVNOAKS-LUTON 2E61'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SVNOAKS-WHMPSTM 2E63'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SVNOAKS-KNTSHTN 2E65'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'SVNOAKS-KNTSHTN 2E67'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BROMLYS-LUTON 2E93'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ORPNGTN-LUTON 2L59'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'ORPNGTN-KNTSHTN 2L65'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-ELPHNAC 1J87'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
Rail	Farringdon Turnmill	'BEDFDM-ELPHNAC 1J88'	395.53	0.33	4.94	91.66	96.6	0.31	0.5	0.16
LUL	Farringdon Turnmill	'Hammersmith-Edgware'	395.53	6	4.94	5.75	10.69	2.81	0.5	1.4
LUL	Farringdon Turnmill	'Barking-Hammersmith'	395.53	6.34	4.94	5.48	10.43	2.88	1	2.88
LUL	Farringdon Turnmill	'Hammersmith-Plaistow'	395.53	1	4.94	30.75	35.69	0.84	0.5	0.42
LUL	Farringdon Turnmill	'Aldgate-AmerFast'	395.53	1	4.94	30.75	35.69	0.84	0.5	0.42
LUL	Farringdon Turnmill	'Ches-AldgateFast'	395.53	2	4.94	15.75	20.69	1.45	0.5	0.72
LUL	Farringdon Turnmill	'Uxbridge-AldSlow'	395.53	5.33	4.94	6.38	11.32	2.65	0.5	1.32
LUL	Farringdon Turnmill	'Watford-AldSfast'	395.53	3.67	4.94	8.92	13.87	2.16	0.5	1.08
LUL	Farringdon Turnmill	'Aldg-WatfordSlow'	395.53	3.67	4.94	8.92	13.87	2.16	0.5	1.08
LUL	Farringdon Turnmill	'Ald-HarrowHill'	395.53	1.33	4.94	23.31	28.25	1.06	0.5	0.53
LUL	Chancery Lane	'Epping-Ealing'	658.72	3	8.23	10.75	18.98	1.58	0.5	0.79
LUL	Chancery Lane	'WRuislip-Epping'	658.72	3	8.23	10.75	18.98	1.58	0.5	0.79
LUL	Chancery Lane	'RuislipGar-Epping'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'WhiteCity-Epping'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'Northolt-Epping'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'Debden-WRuislip'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'RuislipGdns-Debden'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'NActon-Loughton'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'RuislipGdns-Loughton'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'Loughton-WhiteCity'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'Loughton-Northolt'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'Ealing-NewburyPark'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'WRuislip-NewburyPark'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	658.72	0.33	8.23	91.66	99.89	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing'	658.72	5.33	8.23	6.38	14.61	2.05	0.5	1.03
LUL	Chancery Lane	'Hainault-Nacton'	658.72	1.33	8.23	23.31	31.54	0.95	0.5	0.48
LUL	Chancery Lane	'Hainault-WRuislip'	658.72	3.33	8.23	9.76	17.99	1.67	0.5	0.83
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Hainault'	658.72	1.67	8.23	18.71	26.95	1.11	0.5	0.56
LUL	Chancery Lane	'Hainault-NP-Northolt'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'GrangeHill-WD-Eal'	658.72	1	8.23	30.75	38.98	0.77	0.5	0.38
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	658.72	0.67	8.23	45.53	53.76	0.56	0.5	0.28
									Total Grid Cell AI:	**52.36**

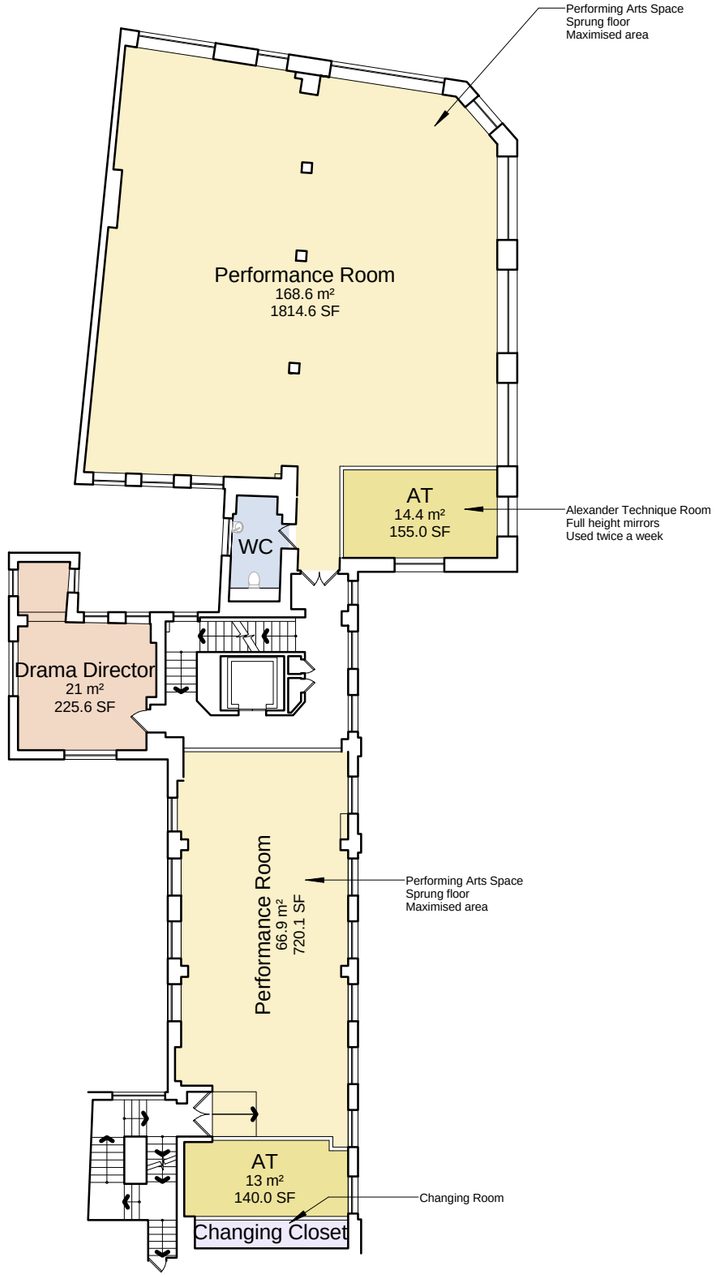
APPENDIX 2: CYCLE PARKING FACILITIES



Lower Ground



Ground



First

1 General Arrangement Levels -1, 0 and 1
1 : 200

Revision	Description	Drawn	Date	Checked
C	Cycle Provision Illustrated	MP	17.05.17	MP
B	Initial Review Updates	MP	31.03.17	IP
A	Updated Layouts	MP	28.03.17	IP

SCOTT BROWNRIGG

77 Endell Street
London WC2H 9DZ
T +44 (0)20 7240 7766
F +44 (0)20 7240 2454
W scottbrownrigg.com

Client's Name
Dunbar Associates

Job Title
Fordham University

Drawing Title
Sketch Plans - Levels -1, 0, and 1

Scale
1 : 200 @A3

Job No
17167

Drawing No
SK-01

Status
INFORMATION

Rev
C